

Applicant: Iulius Vivant Dutu  
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Amendment to the Claims

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims

CLAIM 1 (currently amended) A method for providing added security to an air vehicle during flight, said method comprising the steps of:

(a) providing predefined flight path information for an air vehicle for a specific air flight; wherein the predefined flight path information is stored in an onboard system of the air vehicle;

(ab) automatically detecting a change in the predefined flight path based on a change in flight trajectory of the an air vehicle;

(bc) automatically requesting a response by the onboard system from an individual located in from the air vehicle regarding the change in flight trajectory where the change in the predefined flight path exceeds a predefined threshold;

(ed) automatically directing the air vehicle to a predetermined flight path in connection with an automatic pilot system of the air vehicle when an emergency a proper override response is not received from the individual located in sent by the air vehicle; wherein said predetermined flight path being different than said predefined flight path.

CLAIM 2 (cancelled)

CLAIM 3 (new) The method of claim 1 further comprising the step of providing a predefined proper override response in the onboard system prior to take off.

CLAIM 4 (new) The method of claim 3 wherein said predefined proper override response corresponds to authorized biometric information of the individual.

CLAIM 5 (new) A method for providing added security to an air vehicle during flight, said method comprising the steps of:

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(a) providing predefined flight path information for an air vehicle for a specific air flight; wherein the predefined flight path information is stored in an onboard system of the air vehicle;

(b) automatically detecting a change in the predefined flight path based on a change in flight trajectory of the air vehicle;

(c) automatically requesting a response by the onboard system from an individual located in the air vehicle where the change in the predefined flight path exceeds a predefined threshold;

(d) automatically sending a notification to a location remote from the air vehicle when a proper response is not received from the individual located in the air vehicle.

CLAIM 6 (new) The method of claim 1 further comprising the step of providing a predefined proper response in the onboard system prior to take off.

CLAIM 7 (new) An onboard system located on an air vehicle for providing added security for the air vehicle, said system comprising:

a database having a predefined flight path for a vehicle and a predefined proper override response stored therein;

means for automatically detecting a change in the predefined flight path based on a change in flight trajectory of the air vehicle;

means for automatically requesting a response from an individual located in the air vehicle where the change in the predefined flight path exceeds a predefined threshold;

means for inputting responses in response to a request from said means for automatically requesting; and

means for automatically instructing an automatic pilot system of the air vehicle to automatically direct the air vehicle to a predetermined flight path when a response matching the stored predefined proper override response is not received from the

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individual located in the air vehicle; wherein said predetermined flight path being different than said predefined flight path.

CLAIM 8 (new) The onboard system of claim 7 wherein said means for inputting is a biometric reader.

CLAIM 9 (new) The onboard system of claim 8 wherein said biometric reader is a fingerprint sensor.

CLAIM 10 (new) The onboard system of claim 7 wherein the predefined proper override response is a sequence of inputs based on one or more biometric information specific to the individual.

CLAIM 11 (new) The onboard system of claim 7 further comprising an illumination member in communication with said means for inputting responses.

CLAIM 12 (new) The onboard system of claim 11 wherein said illumination member is energized each time a response is inputted by said means for inputting responses.

CLAIM 13 (new) The onboard system of claim 11 wherein said illumination member is energized each time an improper response is inputted by said means for inputting responses.

CLAIM 14 (new) The onboard system of claim 11 wherein said illumination member is energized each time a proper response is inputted by said means for inputting responses.

CLAIM 15 (new) The onboard system of claim 11 wherein said illumination member is a L.E.D. light assembly.

CLAIM 16 (new) The system of claim 7 wherein said predetermined flight path is a prior to take off predefined universal safe air space for use by air vehicles traveling in the air.

CLAIM 17 (new) An onboard system located on an air vehicle for providing added security for the air vehicle, said system comprising:

a biometric reader located on an air vehicle;

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a PC controller located on the air vehicle and in communication with said biometric reader, said PC controller storing authorized biometric information and predefined coordinate information for a safe flight path, said PC controller in communication with an existing computer of the air vehicle, wherein the existing computer is in communication with or includes an automatic pilot system of the air vehicle; and

a database located on the air vehicle and having a predefined flight path for at least one future trip for the air vehicle, wherein said PC controller is in communication with said database or is included as part of said PC controller;

wherein when a change in flight trajectory of the air vehicle causes a change in the predefined flight path to exceed a predefined threshold is automatically detected by said PC controller, said PC controller automatically requests a response corresponding to stored authorized biometric information; wherein in the event no response is timely received or an improper response is received through the biometric reader, said PC controller automatically instructs the existing air vehicle computer to activate the automatic pilot system to direct the air vehicle coordinates corresponding to the safe flight path.

CLAIM 18 (new) The system of claim 17 further comprising a means for providing a visual indicator when a response is inputted through said biometric reader; said means for providing in communication with said PC controller.

CLAIM 19 (new) The system of claim 17 wherein said PC controller is in communication with said existing computer of the air vehicle through an interface.

CLAIM 20 (new) The system of claim 17 wherein said PC controller is a single board computer or an embedded system.

CLAIM 21 (new) The system of claim 17 wherein said safe flight

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path is a prior to take off predefined universal air space for use by air vehicles traveling in the air.

CLAIM 22 (new) A method for creating a safe flight path for air vehicles for use under certain conditions, said method comprising the steps of:

(a) designating predefined air space as a universal safe flight path for air vehicles traveling in the air; and

(b) directing an air vehicle to the universal safe flight path under certain conditions.

CLAIM 23 (new) The method of claim 22 wherein the air space is designated prior to take off of the air vehicle.

CLAIM 24 (new) The method of claim 22 wherein the air space is designated independent of an immediate location of the air vehicle just prior to directing the air vehicle.